MINUTES OF MEETING OF COMMISSION OF FINE ARTS
HELD IN NEW YORK CITY, SEPTEMBER 28,1927.

The third meeting of the Commission of Fine Arts during the fiscal year 1928 was held in New York City at the Office of York and Sawyer, 100 East 42d Street, Wednesday, September 28, 1927.

The following members were present:

Mr. Moore, Chairman,
Mr. Delano,
Mr. Garfield,
Mr. Morris,
Mr. Vitale,
also Mr. H. P. Caemmerer, Secretary and Executive Officer. There were also present Mr. Louis Ayres, of the firm of York and Sawyer, and Mr. Arthur Brown, Architect, of San Francisco, members of the Architectural Advisory Board to the Secretary of the Treasury.

The meeting was called to order at 10:00 a.m. The special purpose of the meeting was to inspect plans for the new Department of Commerce Building, of which York and Sawyer are the architects, and for the Internal Revenue Building, made in the Office of the Supervising Architect, which were submitted to the Commission by the Secretary of the Treasury, as two of the new public buildings to be erected in Washington in the Triangle south of Pennsylvania Avenue.

Mr. Vitale having received his commission as a member of the Commission of Fine Arts, to succeed Mr. Greenleaf, took the oath of office, and thereupon took part in the deliberations.

1. PUBLIC BUILDINGS PROGRAM, DEVELOPMENT OF THE TRIANGLE: The Commission considered thoroughly the plan for the new public buildings to be located in the Triangle, south of Pennsylvania Avenue, before taking up the individual buildings. The Commission had before them a print of Triangle Plan No.5010, of June 16, 1927, prepared by the Architectural Advisory Board to the Secretary of the Treasury. Also, the following letters from the Secretary of the Treasury, submitting plans for the new Department of Commerce Building and for the Bureau of Internal Revenue:

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"The Secretary of the Treasury,
Washington, September 24, 1927.

The Chairman,
Fine Arts Commission,
Washington, D.C.
Sir:

There are forwarded to you photographs of the drawings prepared by Messrs. York and Sawyer, for the proposed new building for the Department of Commerce, this city, upon which this Department would be pleased to have the comment and advice of the Commission.

Respectfully,
A. W. Mellon,
Secretary of the Treasury."

"The Secretary of the Treasury,
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There are forwarded to you photographs of the drawings for the proposed building for Bureau of Internal Revenue, this city, which were prepared in the Office of the Supervising Architect, Treasury Department, and upon which this Department would be pleased to have the comment and advice of the Commission.

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Mr. Moore asked Mr. Delano to give a statement of the progress that had been made in the Plan and give an outline of the situation as it exists.

Mr. Delano said: "We have had three meetings, I think, possibly four, since the Architectural Advisory Board took up the study of the Triangle. Many sketches were made until we agreedupon a plan which we felt we could take to the Secretary of the Treasury with some degree of assurance. This is the plan which you see here. It takes in the area south of Pennsylvania Avenue, between Fifteenth and ~~XXXXXXXXXXX~~ Sixth Street. The designation of all the buildings located in the Triangle has not as yet been determined, but we have agreed upon these:

1. Department of Commerce building, along Fifteenth Street, between Pennsylvania Avenue and B Street;

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1. Department of Commerce building, along Fifteenth Street, between Pennsylvania Avenue and B Street;

2. Department of Labor building, along B Street, east of Commerce;

3. Interstate Commerce building, along B Street, between 12th & 13th;

4. Internal Revenue building, along B Street, between 10th and 12th;

5. Archives Building, in center of group, between 9th and 10th;

6. General Accounting Office (possibly), bordering Pennsylvania Avenue, 9th and B Streets;

7. Department of Justice building, on Center Market site, between 7th and 9th Streets;

8. Coast Guard (possibly) between 6th and 7th, along B Street;

9. Undetermined.

10. Independent Commissions building, north of Interstate Commerce, between 12th and 13th.

The plan provides for a long exterior facade, great arches and passageways and spacious interior courts. One of these interior courts is as large as Lafayette Square. The circular court is greater in diameter than the width of the Place Vendome in Paris. Our hope is that the main entrances to these buildings will come on to the courts so that a sense of quiet will pervade the scheme.

York and Sawyer have proceeded with the Department of Commerce and Mr. Simon with the Internal Revenue Building. These buildings have been worked out in detail to fit the needs of the departments. The other buildings for the Triangle have only been planned tentatively. Preliminary designs have been made for the Departments of Justice, Labor, Independent Offices and Interstate Commerce buildings. It has not been finally determined whether or not to place the General Accounting Office in the Triangle. The small building at the east has been designated for the Coast Guard, but it is problematical whether that should be there. If the plans for the Department of Commerce building and the Internal Revenue building are approved today, a start may be made looking

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toward the completion of the whole group. Mr. Bennett desires to prepare perspective drawings from three points of view, showing the development of the area, for the information of Committees and Members of Congress. Mr.Mellon has approved the scheme in principle. Assistant Secretary of the Treasury Dewey, and Senator Smoot, Chairman of the Public Buildings Commission, have also agreed to the proposed plan. It is understood that effort will be made during the coming session of Congress to buy all the land in the Triangle. We, as a Board of Architects, are satisfied with the general idea of the scheme, believing it most suitable for the sites. We realize, however, that there are many places which must be ironed out and it is on these that the Board is at present at work. The Secretary of the Treasury is anxious to go ahead with the contracts, so I hope that the Fine Arts Commission may find it possible to give their approval to these two buildings."

The Commission then considered the Triangle Scheme, which had heretofore been approved by the Commission of Fine Arts in principle, in relation to sites for the new public buildings in the Triangle. Mr. Moore called attention to the large circle shown in the Plan, with the Internal Revenue, Independent Offices, and Interstate Commerce buildings adjacent to it. A lengthy discussion developed as to this feature, but no change was made in the scheme. Mr. Morris felt it desirable to lengthen the vista in the Triangle, which seemed closed at the east arc of the circle. If it were opened, he said, the vista might be made a third longer, and it would be taking advantage of the maximum length of the composition. It would be like that at Sans Souci. Also, Mr. Morris felt the buildings needed more individuality.

The Commission considered the question of heating plant in the Triangle. Mr. Delano said one central heating plant was not deemed advisable; that three

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Mr. Moore said the question of heating plant was brought to the attention of the Supervising Architect's office when the public buildings program was taken up about two years ago, at which time that office stated they would not favor a central heating plant for the new Government buildings. Thus, Mr. Moore said, it is not contemplated to do anything with the pipes laid during the World War for a central heating plant, near the Bureau of Engraving and Printing, which had in view heating many of the Government buildings, including the Lincoln Memorial.

It was noted that the buildings have been designed in relation to Pennsylvania Avenue and B Street. The grades on B Street are about level. Mr. Delano said the Board of Architects has agreed on a 97.50 foot cornice line and a water table at 42 feet. Mr. Moore called attention to the fact that the National Museum was located and built in accordance with the Mall Plan, with a floor level to be carried through the Mall, and Mr. Delano advised that the National Museum was taken into consideration in planning for the new public buildings in the Triangle, both as to height and style of architecture. Attention was called to the location of the proposed new Gallery of Art to the west of the National Museum, which was taken into consideration in the Triangle Plan.

The Commission then took up the Department of Commerce Building in particular. Mr. Ayres was asked to explain the building, which he did, saying:

> "We have been working with the Department of Commerce on the general plan of its subdivisions in detail since the first part of the year. It is now satisfactory to that Department, and, as far as the plan goes, they have said they are ready to approve it. The

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problem as given us was to provide a building containing in round numbers one million square feet of usable space for office and file use and our drawings conform with this requirement. As the present limit of cost according to appropriation is ten million dollars we have indicated on the drawings that portion of the scheme as a whole which can be done for this amount. It is the intention of the Treasury to ask Congress for an increase in the appropriation.

In explaining our scheme of design as a whole, the following considerations were taken into account.

First, that the buildings should be monumental in general character showing a classical influence consistent with the general development of the Governmental Architecture of Washington. This seemed to fix the possibility of height as five visible stories (two in an architectural basement, and three in an order) and one setback behind the crowning balustrade. This meant, to produce a million net square feet of office space on the site designated, a cellular plan and a well-lighted and flexible one without the use of heavy architectural motives. Our plan as developed has six interior courts but wide enough, approximately one hundred feet, to be well lighted and airy. We succeeded in convincing the officials concerned that as over sixty per cent of the office space faced on these courts they should be kept clear of all structures (such as garages which they had contemplated) and be planted, have fountains, etc., in fact be as pleasant and quiet and cool as the parks on which the exterior walls will face.

In general the plan is divided vertically into three rather separated functions,-the Patent Office has all the northern portion, the Census and Coast & Geodetic Survey the southern, while the Secretary's offices with the sub-division more closely in connection with the Secretary and each other occupy the center. Separating (on the first two stories) these three subdivisions are the two driveway courts which both provide access from the large plaza in the "Triangle" to the 15th Street side, serve the first story, and by ramp the basement, for freight, etc.

As to the exterior, the problem of light and flexibility called for a rather uniform and close spacing of windows so that columns seemed the proper vehicle for accents where needed.

The 15th Street facade was felt to have no center or any necessity for great sub-division, as it is faced by the continuous heaving planting of the White House lot and will be seen in sharp perspective, in fact probably the entire facade (of one thousand thirty seven feet) can never be seen at one time. We therefore tried, we think successfully, to form an interesting composition about the entrances, using in each case the three large arches of the driveway court as a central motive. This and a variety of wall treatment using columns only on the pavilions over the entrances and bringing forward the wall in the center of the building, to prevent a concave appearance in sharp perspective, give, we feel, sufficient interest.

The 14th Street facade picks up the lines of the north and south

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sides of the plaza in the "Triangle" and forms a recess from which the center motive projects and with its long colonnade and higher top story forms a mass sufficient to head the great court or plaza.

The north and south elevations have a projecting central colonnade of a lesser length. We tried not to use too many columns but only to form accents where we felt accent was needed."

Mr. Garfield thereupon raised the question whether anyone ever made a careful study of the question of omitting columns in the proposed buildings. He said it is generally admitted among architects that they are not a necessity to buildings but no one has succeeded in discarding them. Mr. Delano said that the Board of Architects had considered this carefully but felt the columns were needed to break the monotony of the facade; that they might be omitted from a modern office building, but have their place in a monumental departmental building. Mr. Ayres said that is why they introduced them in the design for the Department of Commerce Building. The columns (24 of them) are 42 feet high; (those of the colonnade of the Lincoln Memorial are 44 feet high).

Mr. Ayres then showed the plan of the building designed for the Department of Commerce and Labor building in 1910, showing simply pilasters. All admitted that the pilasters gave an ordinary appearance to the building.

There is a difference of 10 feet in floor level between B Street and Pennsylvania Avenue, but this is lost in the 1,037 foot length of the building. The archways to the Triangle are 28' high and 18.50' wide.

Mr. Morris felt some sort of central feature is needed for the Pennsylvania Avenue side of the Triangle. Mr. Delano pointed out certain particulars in the Plan; he said the Board proposes quite an important entrance to the Triangle from the Pennsylvania Avenue side. The secretary called attention to the fact that for possibly several years to come the existing post office building, the Southern Railway building and the Municipal Building will prevent construction of new buildings on Pennsylvania Avenue between 11th and 12th, and between 13th and 14th Streets.

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of new buildings on Pennsylvania avenue between 11th and 12th, and between 12th
and 14th streets.

Mr. Morris asked if models would be made of the Triangle buildings for presentation to Congress. Mr. Delano said there is not sufficient time to make models by December; that the Board proposes having perspectives ready by that time, which is as much as can be accomplished in the next two months.

There being no further question raised in regard to the Department of Commerce building, the Commission of Fine Arts unanimously approved the design for that building.

A report approving the design for the Department of Commerce building was sent to the Secretary of the Treasury (Exhibit A).

2. INTERNAL REVENUE BUILDING: By letter dated September 24, 1927, heretofore quoted, the Secretary of the Treasury submitted plans prepared in the Office of the Supervising Architect for the Internal Revenue Building, to be located in the Triangle south of the Post Office Building, between 10th and 12th Streets, along B Street North. The design was prepared by Mr. Louis Simon, Chief of the Architectural Division of the Supervising Architect's Office and a member of the Architectural Advisory Board. In design it is to be a monumental building, six stories in height, and duplicates the Department of Commerce Building.

There were certain features of the design, in matters of detail, not entirely acceptable to the Commission, particularly the archway adjacent to the circle. This was to be given further study. Mr. Delano said the Architectural Board desires definite action on the Internal Revenue Building, because on it hinges further progress in the development of the Triangle. It was noted that it meant deciding upon the circle for the Triangle.

Mr. Delano said the Architectural Advisory Board had made a careful study of the circle and buildings adjacent to it and had after making many sketches and considering different schemes come to the solution indicated in

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Mr. Delano said the Architectural Advisory Board had made a careful study of the circle and buildings adjacent to it and had after meeting many obstacles and considering different schemes come to the solution indicated in

the plan. The circle has a radius of 160 feet, larger than the Place Vendome, and there will be office space around it with suitable openings to the rest of the Triangle, east, west, north and south.

There being no further question raised in regard to the plan for the Internal Revenue Building, the Commission approved the design for that building. It was understood that the desired changes to be made in the design will be brought to the attention of Mr. Simon.

Mr. Delano suggested a meeting of the Commission of Fine Arts with the Architectural Advisory Board some time soon. The secretary called attention to the next meeting of the Commission of Fine Arts to be held in Washington October 14th. Mr. Delano said the Board of Architects is not planning to meet again until December.

A report approving the design for the Internal Revenue Building was sent to the Secretary of the Treasury (Exhibit B).

3. PENNSYLVANIA RAILROAD BRIDGE: The secretary brought to the attention of the Commission a blueprint prepared by the Pennsylvania Railroad Company for their proposed new bridge across Water Street, which has the endorsement of the National Capital Park and Planning Commission. The secretary stated that the Pennsylvania Railroad Company had objected to building a one-arched bridge, as had been recommended by the Commission of Fine Arts on September 16th, and that such a bridge was not favored by the National Capital Park and Planning Commission because of traffic conditions at the site (at the head of Water Street and entrance to Potomac Park), which make a long open bridge preferable. The design suggested a reinforced concrete bridge, with a 12 foot sidewalk on the north side of Water Street; thence a 56 foot span across Water Street, and a further extension of 50 feet southward towards the

Washington Channel, which would provide an open vista from Water Street to Potomac Park. A photograph of a bridge quite like this one suggested has been built by the Chicago, Milwaukee and St. Paul Railway Company at Lake of the Isles, Boulevard, Minneapolis.

The Commission felt that a long reinforced concrete bridge of that length and in that location would be displeasing in appearance. The Commission expressed their preference for a bridge with an arch, and recommended the Pennsylvania Railroad Company submit a design showing a modification of the arch with certain motives of the Minneapolis bridge combined that would fit the Water Street situation. The architect members of the Commission drew a sketch illustrating such a bridge. The secretary was requested to send the sketch to the Pennsylvania Railroad Company, as the basis of a preliminary design for the consideration of the Commission at a future meeting. (Exhibit C and C-1).

4. WORLD WAR MEMORIAL CHAPEL AT ROMAGNE (MEUSE-ARGONNE): Mr. Ayres presented a plan for the Argonne Memorial Chapel, for which the firm of York and Sawyer are the architects, and a letter received from the American Battle Monuments Commission, as to names to be inscribed on the chapel, as follows:

"September 26, 1927.

Messrs. York and Sawyer,
Pershing Square Bldg.,
100 East 42nd Street, New York City.
Gentlemen:

I am quoting for your information the following extract from a letter received from Major Price concerning the chapels to be erected in the American cemeteries in Europe:

1. Please advise the architects to the following effect:

a. That an investigation in Europe has disclosed the fact that many of the bodies classified as missing are still being found and identified. For this reason it will be advisable not to place their names in the chapels until the last moment. The work can be made the subject of a special contract, although the architects should make proper plans at this time in the design for their addition later on.

b. When these names are placed in the chapels they will include

of a bridge

by the Chicago, Milwaukee and St. Paul Railway Company at Lake of the Isles Boulevard, Minneapolis.

The Commission felt that a long reinforced concrete bridge of that length and in that location would be displeasing in appearance. The Commission expressed their preference for a bridge with an arch, and recommended the Pennsylvania Railroad Company submit a design showing a modification of the arch with certain motives of the Minneapolis bridge combined that would fit the Water Street situation. The architect members of the Commission drew a sketch illustrating such a bridge. The secretary was requested to send the sketch to the Pennsylvania Railroad Company, as the basis of a preliminary design for the consideration of the Commission at a future meeting. (Exhibit C and C-1).

4. WORK WAS RESUMED ON CHAPEL AT WELLESLEY (MASSACHUSETTS): Mr. Ayres presented a plan for the Argonne Memorial Chapel, for which the firm of York and Sawyer are the architects, and a letter received from the American Battle Monuments Commission, as to names to be inscribed on the chapel, as follows:

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Messrs. York and Sawyer,
Pershing Square Bldg.,
100 East 42nd Street, New York City.

Gentlemen:

I am quoting for your information the following extract from a letter received from Major Price concerning the chapels to be erected in the American cemeteries in Europe:

1. Please advise the architects to the following effect:

a. That an investigation in Europe has disclosed the fact that many of the bodies classified as missing are still being found and identified. For this reason it will be advisable not to place their names in the chapels until the last moment. The work can be made the subject of a special contract, although the architects should make proper plans at this time in the design for this addition later on.

b. When these names are placed in the chapels they will include

the man's name, his rank and organization, the State from which he came, the date of death, and any decorations which he may have received. The serial number will be omitted.

c. The following name may be considered as typical for use in planning the amount of space which will be involved. The number of missing already sent them can be used for their preliminary planning. In the case of the battlefield cemeteries, this number, however, will finally be reduced to some extent:

MELVIN C. DANIELSON
P V T 360th I N F., 1st Div.
MINNESOTA. DEC. 2, 1918.
D. S. C.

Very truly yours,

Acting Chief Clerk."

Mr. Ayres said it would be impossible to place 15,000 names on the memorial, as proposed, as they would require 45,000 lines, and there is room for 10,000 at the most.

The Commission inspected the design of the chapel, which had heretofore been approved by the Commission of Fine Arts, and noted where the inscriptions would appear. After careful consideration the Commission decided that it would mar the beauty of the memorial chapel to have these names inscribed on the outside of the chapel.

The secretary stated that for the past three years the Graves Registration Service, War Department, has been reporting about 1500 "unidentified dead", and that any inscribed list would be apt to be incomplete; that the latest report of the Graves Registration Service (September, 1927), shows 1,627 unidentified dead.

The Commission thereupon recommended that Memorial Inscriptions, and dates of battles and the like, be placed on the Chapel, instead of the names as proposed.

The Commission adjourned at 4:45 p.m.

The Commission were the guests of Mr. Ayres and Mr. Morris at luncheon at the Century Club. After luncheon the Commission discussed important projects pending for the development of the National Capital, as the Mall, the Washington Monument Gardens, plan for enlargement of the Capital Grounds and development of Union Station plaza, and the Civic Center.

the [illegible], the rank and organization, the State from which he came, the date of death, and any decorations which he may have received. The burial number will be omitted.

c. The following items may be considered as typical for use in planning the amount of space which will be involved. The number of missing already sent them can be used for their preliminary planning. In the case of the battlefield cemeteries, this number, however, will finally be reduced to some extent:

[illegible] C. [illegible]
P V T 360th I N F., 1st Div.
[illegible] DEC. 3, 1918.
D. S. C.

Very truly yours,

Acting Chief Clerk."

Mr. Lyres said it would be impossible to place 15,000 names on the memorial, as proposed, as they would require 45,000 lines, and there is room for 10,000 at the most.

The Commission inspected the design of the chapel, which had heretofore been approved by the Commission of Fine Arts, and noted where the inscriptions would appear. After careful consideration the Commission decided that it would mar the beauty of the memorial chapel to have these names inscribed on the outside of the chapel.

The secretary stated that for the past three years the Graves Registration Service, War Department, has been reporting about 1500 "unidentified dead", and that any inscribed list would be apt to be incomplete; that the latest report of the Graves Registration Service (September, 1927), shows 1,647 unidentified dead.

The Commission thereupon recommended that Memorial Inscriptions, and dates of battles and the like, be placed on the Chapel, instead of the names as proposed.

The Commission adjourned at 4:45 p.m.

The Commission were the guests of Mr. Lyres and Mr. Morris at luncheon at the Century Club. After luncheon the Commission discussed important projects pending for the development of the National Capital, as the Mall, the Washington Monument Gardens, plan for enlargement of the Capital Grounds and development of Union Station plaza, and the Civic Center.

COPY

September 29, 1927.

Sir:

The Commission of Fine Arts, at their meeting yesterday, approved the design which you submitted with your letter of September 24th for the new Department of Commerce building, to be located in the triangle south of Pennsylvania Avenue.

For the Commission of Fine Arts:

Very respectfully,

Charles Moore,

Chairman.

The Honorable

The Secretary of the Treasury.

Exhibit A

The Honorable

The Secretary of the Treasury.

Enright &

COPY

September 29, 1927.

Sir:

The Commission of Fine Arts, at their meeting yesterday, approved the design which you submitted with your letter of September 24th for the proposed building for the Bureau of Internal Revenue, to be located in the triangle south of Pennsylvania Avenue.

For the Commission of Fine Arts:

Very respectfully,

Charles Moore,

Chairman.

The Honorable

The Secretary of the Treasury.

Exhibit B

Exhibit B

COPY

September 30, 1927.

Dear Mr. Carpenter:

Confirming telephone conversation with you, I am sending you herewith a sketch of a suggested design made by the architect members of the Commission of Fine Arts for your bridge at the head of Water Street. The Commission recognize the recommendation of the National Capital Park and Planning Commission for an extended opening at the south end of the bridge, as suggested by your Plan No.8659, but do not favor the type of bridge indicated on that design.

The Commission ask that you have a preliminary drawing made for a bridge as indicated on the enclosed sketch, which I would say is a "modified form of arch". The Commission will meet in Washington Friday, October 14th, when this matter can be taken up further with you.

Sincerely yours,

H. P. Caemmerer,
Secretary and Executive Officer.

Exhibit C

COPY

The Pennsylvania Railroad
Baltimore Division

Baltimore, Md.,
October 12, 1927.

Mr. H. P. Caemmerer,
Secretary and Executive Officer,
The Commission of Fine Arts,
Interior Department Building,
Washington, D.C.

Dear Sir:

I thank you very much for your letter of September 30th addressed to Mr. Carpenter, my assistant, in regard to the proposed bridge at Water Street.

We are giving this matter further study and I am very sorry to state that we will not be able to present anything further at your meeting on October 14th, owing to our inability to have our plans fully developed. As soon as we have arrived at a final conclusion we shall be pleased to so inform you.

Again thanking you for your kind attention to this matter, I beg to remain,

Sincerely yours,

J. G. Hopkins,
Division Engineer.

Exhibit C-1

The Pennsylvania Railroad

MINUTES OF MEETING OF COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., FRIDAY, OCTOBER 14, 1927.

The fourth meeting of the Commission of Fine Arts during the fiscal year 1928 was held in its office in the Interior Department Building on Friday, October 14, 1927.

The following members were present:

Mr. Moore, Chairman,
Mr. Delano,
Mr. Taft,
Mr. Morris,
Mr. Vitale,
also Mr. H. P. Caemmerer, Secretary and Executive Officer.

The meeting was called to order at 9:30 a.m.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The minutes of the meeting held September 15 and 16, 1927, were approved.

2. PAUL JUNIOR HIGH SCHOOL: Mr. A. L. Harris, Municipal Architect, submitted a design for the Paul Junior High School, to be located at Brightwood. The Commission were pleased with the design and approved it. The suggestion was made that it might improve the appearance of the building to carry a white stone scheme through the facade instead of brick.

3. ELEMENTARY SCHOOL AT 19TH STREET AND COLUMBIA ROAD: Mr. Harris submitted a design for a 24-room graded school to be located at 19th Street and Columbia Road. The school was designed to conform to the modern type of school building having small windows and a sky-light back of the room. Mr. Harris said the ventilating machinery is placed in the attic.

The Commission approved the design.

4. POTOMAC PARK HEIGHTS SCHOOL: Mr. Harris submitted a design for a

The fourth meeting of the Commission of Fine Arts during the fiscal year 1926 was held in its office in the Interior Department Building on Friday, October 14, 1927.

The following members were present:

Mr. Olin, Chairman,
Mr. Lenke,
Mr. Pelt,
Mr. Harris,
Mr. Pitch,

also Mr. U. F. Grosvenor, Secretary and Executive Officer.

The meeting was called to order at 2:30 p.m.

1. APPROVAL OF MINUTES OF PREVIOUS MEETING: The minutes of the meeting held September 12 and 19, 1927, were approved.

2. PAUL JUNIOR HIGH SCHOOL: Mr. A. I. Harris, Municipal Architect, submitted a design for the Paul Junior High School, to be located at [illegible]. The Commission were pleased with the design and approved it. The suggestion was made that it might improve the appearance of the building to carry a white stone scheme through the facade instead of brick.

3. [illegible] AT 14TH STREET AND [illegible]: Mr. Harris submitted a design for a two-story grade school to be located at 14th Street and [illegible] Road. The school was designed in conform to the modern type of school building having small windows and a sky-light back of the room. Mr. Harris said the ventilating machinery is placed in the attic.

The Commission approved the design.

4. PROPOSED PARK NEIGHBORS SCHOOL: Mr. Harris submitted a design for a

16-room graded school building, to be located at Potomac Heights. The architect members of the Commission thought the design rather pretentious for such a school and advised omitting the pediment, also that the wings be studied in relation to the central portion of the building. Mr. Harris said he would give the design further study and resubmit it to the Commission.

5. FIRE ENGINE HOUSE NO.30; PINEY BRANCH: Mr. Harris submitted a design for a Fire Engine House, to be located at 16th and Webster Streets, in the Piney Branch section. Mr. Harris had designed a Georgian type of building to face Sixteenth Street.

The Commission regarded the tower too large for the shaft and out of proportion to the rest of the building. The question of omitting the tower was considered, but Mr. Harris said there is an historic bell in the old Capitol House, which is proposed for the tower. Attention was called to the desirability of rounding the segmental arches. The Commission suggested further study of the design, for resubmission.

6. CIVIC CENTER: The Commission asked Mr. Harris how he was "getting on" with the Civic Center Scheme. Mr. Harris said he had no money for making it other than the 2½% allowed for construction work on school building, and that he could do no more than make a study of the Plan. The Commission felt it desirable that Mr. Harris have a special appropriation to prepare the Civic Center design.

Mr. Harris said he had some doubt as to the arrangement of the buildings, as indicated in the letter of the Commission of Fine Arts to the District Commissioners, dated September 19, 1927. Mr. Moore said the suggestions made in that letter as to location of buildings were not necessarily final, but that the Commission wished to emphasize the importance of studying the

location of the proposed buildings in relation to the entire ground area to be occupied by the Civic Center. Mr. Harris said he would proceed on this basis.

7. FARMERS' MARKET: The Commission asked Mr. Harris as to the removal of the Farmers' Market from its present location, along D Street, between 10th and 11th Streets, which is to be occupied by the Internal Revenue Building.

Mr. Harris said the Commissioners of the District of Columbia were giving the subject very careful consideration, and while two sites in particular have been recommended,-one at Eckington, Northeast, and the other at the Washington Channel, Southwest, personally he was of the opinion that the Farmers' Market should be located along the Anacostia River, as part of a Wholesale Establishment, where railroad and river shipping facilities are provided, with ample room for storage warehouses. He regarded the old market ideax as being of the past, in view of many stores throughout the city, but that ample provision should be made for storage space for goods, without the expense of drayage into the city to a Wholesale Market that might be located there.

The Commission asked Mr. Harris as to the necessity for a Municipal Market operated at Government expense, and Mr. Harris replied that in his opinion the need for it is obsolete; in view of stores throughout the city, as heretofore stated. Mr. Harris mentioned the market situation in Venice, where dealers get their goods and carry them to stores, and by 10:00 a.m. everything is cleaned up.

Attention was called to the plan for the Triangle to take up the Center Market space for the new Department of Justice building. Mr. Moore said when the question arose in Detroit to use the land occupied by the market for another purpose, the market was abolished and its business was absorbed by the stores throughout Detroit without any particular notice. The

to a Wholesale Market that might be located there.

The Commission asked Mr. Harris as to the necessity for a Municipal Market operated at Government expense, and Mr. Harris replied that in his opinion the need for it is obsolete, in view of other facilities now available. Mr. Harris mentioned the market situation in Trenton, where dealers put their goods out early then to market, and by 10:00 A.M. everything is cleaned up.

Attention was called to the plan for the Triangle to take up the Center Lateral space for the new Department of Justice Building. Mr. Moore said when the question arose in Detroit to use the land occupied by the market for another purpose, the market was abolished and its functions were absorbed by the stores surrounding Cadillac Square without any particular malice. The

Commission felt that very probably the same thing would happen here.

Mr. Vitale was asked for his views on the market situation and said the commission man or the middle-man these days operates in a different way than formerly. Nowadays, he said, the middle-man buys his products in the field and sells them to large distributors, instead of there being many individual commission merchants who sell to retail dealers.

8. COLUMN FROM THE TEMPLE OF JUPITER OLYMPIAN: Mr. Moore read the following letter, dated October 11, 1927, received from the Department of State, on the subject:---

> "The Department has received your letter of October 4, 1927, in which you raise the question of whether it would not be well to ascertain the exact nature of the re-constituted Corinthian column from the Temple of Jupiter Olympian which the Committee of Pan Hellenic Homage to the American people proposes to present to the United States before unqualified approval is given this proposal by the Government.
>
> In reply I am pleased to inform you that the Department does not intend to take any further steps in this matter until the Greek Legation at Washington has officially informed the Department concerning the project, at which time the Department will endeavor to obtain such information as may be deemed necessary by the Commission of Fine Arts. I may add that the American Minister at Athens has reported that the proposed gift "is to be a replica of one of the columns of the Temple of Jupiter of Athens, some seventeen meters in height, in white marble of Pentelikon taken from the place where was extracted the marble with which the Parthenon and the Temple of Jupiter were constructed."

Mr. Vitale said if the entrance to the city at Massachusetts Avenue at or near Wisconsin Avenue is important enough, he would regard that location appropriate for the column. It was thought too that the Triangle would be an appropriate place for it.

9. DEVELOPMENT OF MASSACHUSETTS AVENUE: Under date of September 27, 1927, the following letter was received from Lieut. Col. U. S. Grant, Executive and Disbursing Officer of the National Capital Park and Planning Commission, with regard to the proposed landscape treatment of Massachusetts Avenue:

proposed gift "is to be a replica of one of the columns of the Temple of Jupiter Panhellenium taken from the place where Hadrian's Arch now stands."

Mr. Vitale said if the entrance to the city at Massachusetts Avenue at 11th Street N.W. is important enough, he would regard that location appropriate for the column. It was thought too that the Triangle would be a appropriate place for it.

"In compliance with your letter of September 9, 1927, I inclose a memorandum prepared by Mr. Eliot, stating just how far the National Capital Park and Planning Commission has gotten in its consideration of Massachusetts Avenue.

The suggestions contained in your letter will be brought to the Commission's attention at the first opportunity, as your views are, of course, always valued highly by our members. I may say that this Commission is heartily in accord with the statement made by you in the next to the last paragraph of your letter, and that its work on the thoroughfare and highway plan of this city has been particularly based upon this general principle."

Mr. Vitale said that yesterday he inspected Massachusetts Avenue with Mr. Moore, Mr. Eliot, and Mr. Gutzmerer, noting improvements in the Avenue that are desirable. Mr. Vitale pointed out 3 places on Massachusetts Avenue where Circles could be developed, at Wisconsin Avenue, another at the American University, at the intersection of Nebraska Avenue, and a third not far from there in the "valley". Especial attention will be given to the Avenues adjacent to American University,-in connection with the project Nebraska Avenue is to be widened and a suitable entrance provided to the American University. The area at the District of Columbia Boundary, where Massachusetts Avenue intersects Western Avenue, will be given particular study.

Going eastward, Mr. Vitale noted the conditions between Fourteenth Street and the Union Station, where, as Mr. Moore has said the grass spaces in front yards should be restored to the city. Southeast, towards the Anacostia, Mr. Vitale noted the possibilities of developing Massachusetts Avenue extended across the Anacostia River, where it would connect with the Fort Dupont Parkway.

Mr. Vitale said he would study the project carefully with Mr. Eliot, giving further attention to suggestions made in Mr. Eliot's Memorandum of September 12, 1927 (Exhibit A).

10. AMERICAN CEMETERIES IN EUROPE; WORLD WAR MEMORIAL FOR SOUES, FRANCE: The Commission were in conference with Dr. Paul P. Cret, Architectural Adviser, and

Mr. James E. Mangum, Chief Clerk, of the American Battle Monuments Commission, regarding plans for the World War Chapels and Monuments in Europe. Plans were submitted as follows:

TOURS: Mr. Mangum submitted in behalf of the American Battle Monuments Commission, plans for the proposed World War Monument at Tours, with letter of October 13, 1927, stating that they were preliminary designs (Schemes A and B), "for a memorial monument at Tours, France, to commemorate the Services of Supply of the American Army during the World War. These designs were prepared by Mr. Arthur Loomis Harmon".

Dr. Cret said the monument is to be located in relation to the main axis of the city, near the river Loire.

The Commission considered both Schemes:-Schemex A, An obelisk with an exedra base, and one a large niche (resembling an apse), which, the architect thought, "might perhaps become useful in that the platform could be used as a band-stand facing the Esplanade."

Mr. Taft regarded the designs too important for a monument at Tours, and the Commission agreed with him. The Commission recommended a fountain or a memorial of that nature (Exhibit B).

SOMME PY: The Commission considered the designs submitted by the American Battle Monuments Commission, with letter of September 14, 1927,"for a memorial monument at Somme-Py, France, to commemorate the services of American forces engaged in that vicinity." The designs were prepared by Mr. Arthur Loomis Harmon and consisted of Schemes A, B and C. Scheme B was preferred--an obelisk or shaft about 84 feet high. The Commission approved Scheme b, with the suggestion that the head shown at the top of the memorial be restudied or eliminated (Exhibit C).

BONY: By letter of October 18, 1927, the American Battle Monuments Commission submitted a new design (Scheme D) prepared by Dr. Paul P. Cret, for the World War Monument to be erected at Bony, France. The monument suggested a prism, horizontal on a base, architecturally treated and approached by steps. "The monument has, on its principal front allegorical figures, flanking the coat-of-arms of the United States. On the rear of this motif, facing the sight-seeing terrace, there is a large engraved map of the battle field, and on the floor of the terrace, an orientation circle."

The monument will have Franco-American inscriptions on the front and purely American inscriptions on the back.

The Commission approved Scheme D, which is to take the place of Scheme A heretofore approved (Exhibit D).

CANTIGNY: The Commission considered the designs (Schemes A and B), prepared by Mr. Arthur Loomis Harmon, architect, which were submitted by the American Battle Monuments Commission with letter of September 14, 1927, for the proposed World War Monument at Cantigny, France, to commemorate the services of the American forces engaged in that vicinity.

Dr. Cret said the First Division, A. E. F., had erected a monument at Cantigny, but had agreed to the erection of a monument by the United States Government, with the understanding that the names of their First Division dead (fully a thousand names) shown on tablets, be placed on the new monument. The designs (Schemes A and B) suggested this by the use of tablets or plaques.

In Scheme A, the "tablets" were shown on ~~ax~~ a shaft, in the center of a platform; in Scheme B the "tablets" were shown on the sides of a "drum". Attention was called to an extract of a letter from Mr. Harmon, dated August 11, 1927, addressed to the American Battle Monuments Commission, with which he submitted the designs for the Cantigny memorial and described them, as follows:

"Your letter states that the agreement with the First Division is that the names of the dead listed on tablets on the present first Division monument shall be placed on the new monument to be erected. I assume that this means the dead, missing and injured.

This makes a list of over a thousand names and probably ten to eleven thousand letters. In view of the allotment for the monument and the cost of reproducing these names and not using the existing tablets, it seems to me that the use of these tablets becomes a condition of the problem. There are four large tablets and two smaller ones bearing names and a small tablet bearing the words "First Division" and another small tablet carrying the citation. It was my intention not to use these last two tablets, but to replace them as seemed proper to the Commission with letters incised in the stone.

The design marked "A" shows a flight of steps from the cross-roads up to the monument platform and a path and another flight of steps to the road at the back of the triangle. With these steps in front it seems to me necessary that the monument itself shall be of some height and weight. In this case the tablets are placed on the four faces of the monument which would be surmounted by an urn.

The scheme marked "B" swings the steps from the cross road in a ramp around the other side leaving a piece of retaining wall below the circular platform in which it is possible to place the tablets, and so not place them on the monument itself, as the names are in block letters and have no merit in themselves.

For this platform I have used a low circular monument which would have inscriptions on two faces and low relief on the other two.

The remaining portion of the property would be laid out in free planting and paths with a simple fence of some sort, as it would seem impracticable to have anything in the way of formal gardens with flowers and hedges to be clipped, etc.

I assume that this triangular plot will be in the nature of a small park near the village and for that reason I personally prefer design "B". It does not cut the triangle into two parts quite as much as the other form, it places the tablets in the wall, and the monument seems to be more in character for the park like surroundings."

This makes a list of over a thousand names and probably ten to eleven thousand letters. In view of the allotment for the monument that the cost of [illegible] and for making the existing tablets, it seems to me that the use of these tablets [illegible] a condition of the problem. There are four large tablets and two smaller ones bearing names and a small tablet bearing the words "First Division" and another small tablet carrying the dedication. It was my intention not to use these last two tablets, but to replace them as seemed proper to the Commission with letters incised in the stone.

The design marked "A" shows a flight of steps from the cross-road up to the monument platform and another flight of steps to the road at the back of the triangle. With these steps in front it seems to me necessary that the monument itself shall be of some height and weight. In this case the tablets are placed on the four faces of the monument which would be surmounted by an urn.

The scheme marked "B" swings the steps from the cross road in a ramp around the other side leaving a piece of retaining wall below the circular platform in which it is possible to place the tablets, and put [illegible] on the monument itself, as the names are in block letters and have no merit in themselves.

For this platform I have used a low circular monument which would have inscriptions on two faces and low relief on the other two.

The remaining portion of the property would be laid out in [illegible] with a single fence of some sort, as it would seem impracticable to have anything in the way of formal gardens with flowers and hedges to be clipped, etc.

I assume that this triangular plot will be in the nature of a small park near the village and for that reason I personally prefer design "B". It does not cut the triangle into two parts quite as much as the other form, it places the tablets in the wall, and the monument seems to be more in character for the park like surroundings.

The Commission advised redesigning the tablets, disapproving bronze tablets, and recommended that the names be cut in stone.

The Commission expressed their preference for Scheme B, with the recommendation that the motive in the design at the center be omitted, and in its place a map or a memorial inscription be cut into the stone. The Commission recommended further that uprights be provided on each side of the entrance of the memorial for the names to be commemorated. A design embodying these recommendations is to be submitted to the Commission(Exhibit E).

BELLEAU WOOD: The Commission considered a design, prepared by Cram and Ferguson, architects, submitted by the American Battle Monuments Commission, with letter of August 9, 1927, for the treatment of the approach to the Memorial Chapel at Belleau Wood. The secretary stated that the designs had been submitted to Mr. Wm. Mitchell Kendall, of the firm of McKim, Mead and White, who, while a member of the Commission of Fine Arts, was one of a Committee of three members of the Commission who laid out the preliminary plans for the American Cemeteries in Europe; that Mr. Kendall submitted suggestions by letter of September 1, 1927, as follows:

> "I received your letter of August 24th, with Cram and Ferguson's plan for the arrangement of walks for the Memorial Chapel at Belleau, France. The plan in general arrangement seems a good one to me, but it seems incomplete. This is the first plan I have seen for the Cemetery since the one made by Greenleaf on our expedition of some years ago. There seems to be very little indication of planting. My feeling is that it should be worked out in greater detail before it is approved. The junction of the paths with the road is not shown. I wonder if Cram and Ferguson have seen the Greenleaf plan which covers all the area between the road and the top of the hill."

The Commission considered the plan in connection with a photograph showing the graves area and the hill where the chapel is to be built. The

Commission approved the plan generally, with the suggestion that the planting be brought to the sidewalk, and that the terrace be given further study--the natural slope of the hill is to be taken into consideration; the terrace wall (marked a) is to be moved out to point (marked b), as shown in a photograph of the chapel, which was sent to the American Battle Monuments Commission. The Commission were not pleased with the side walls of the steps, and advised a further study of this feature. (Exhibit F).

WORLD WAR MONUMENT AT ROME: The Commission asked Mr. Mangum as to plans for the proposed World War Monument at Rome. Mr. Mangum said that plans for it have been held in abeyance pending a final decision as to whether the monument is to be erected in relation to a proposed new United States Embassy, at Rome; or whether it is to be erected at the site originally contemplated (near the Palatine) in old Rome; that in the meantime the Italian Government has also suggested locations for it. Mr. Mangum said he thought the plan to erect the monument in relation to the Embassy has been abandoned.

11. LANDSCAPE DEVELOPMENT OF FORT HUMPHREYS: At the request of Colonel E. M. Markham, Commandant of the Engineer School, U. S. A., at Fort Humphreys, Virginia, the Commission considered with Major W. D. Anderson and Captain John L. Wood, of Fort Humphreys, a project to lay out a landscape plan for Fort Humphreys, in connection with their $2,000,000 program of development for new buildings. Of this sum $500,000 has been made available by Congress, and new buildings are now being constructed. Fort Humphreys comprises an area of 7,000 acres and is 18 miles south of Washington, along the Potomac and near Mount Vernon.

Captain Wood, who formerly was Assistant to the Engineer Commissioner of the District of Columbia, said he knew the Commission of Fine Arts could be of great help in this development and submitted preliminary plans of the project and a general location plan. The Commission considered these, and in the afternoon inspected the grounds at Fort Humphreys, in company with Major Anderson and Captain Wood, and other officers there. Mr. Vitale gave the subject particular attention, with a view to giving further study to the project in detail as the work develops. A report was sent to Colonel Markham, which included Mr. Vitale's recommendations (Exhibit G).

12. SUCCESSOR TO MR. MOWBRAY: The secretary reported that the term of service of Mr. Mowbray had expired. The Commission deferred action in the matter until the next meeting.

The Commission had as their guests at luncheon Dr. Cret, Major Anderson, Captain Wood, Mr. Carl Rose, recently appointed Instructor in Sculpture at the School of Sculpture, established by the Corcoran Gallery of Art, and who formerly resided at Chicago.

After the inspection of the grounds at Fort Humphreys, the Commission, in company with Major Anderson and Captain Wood, visited the home of Senator and Mrs. Oscar W. Underwood, at Woodlawn, a beautiful historic mansion along the Potomac and near Mount Vernon, built by George Washington for Nellie Custis. Senator Underwood expressed his appreciation of the interest of the Commission in the "Outer Park" development of Washington, and said he hoped to see the Mount Vernon Boulevard completed in time for the Bicentennial of the Birthday of George Washington in 1932.

The Commission reached Washington at 8:30 p.m. and adjourned.

INTRA-OFFICE MEMORANDUM

PUBLIC BUILDINGS AND PUBLIC PARKS

September 12, 1927

FROM: Charles W. Eliot 2d, City Planner.

TO: Colonel U. S. Grant 3d.

SUBJECT: Massachusetts Avenue.

The attached letter from Mr. Charles Moore calls attention to four problems in relation to Massachusetts Avenue which he considers should be considered in the near future. In accordance with his request, a general sketch of the whole length of the Avenue is transmitted herewith:

In addition to the problems noted by Mr. Moore, the following points are indicated on the sketch:

1. Beginning at the eastern end of the Avenue it is noted that the original highway scheme of the Park and Planning Commission contemplates the extension of Massachusetts Avenue as one of the chief radial routes from Washington.

2. At a point about half way between Alabama Avenue and Randle Circle, a sharp break in the grade marks the point where preliminary studies contemplate that the Fort Drive should cross Massachusetts Avenue. This is the logical site for the plaza or square marking the official entrance and first view of the city.

3. The staff has made a restudy of the grades on this section of Massachusetts Avenue in connection with the development at Fort Du Pont Park.

4. The parkway to Fort Dupont will join Massachusetts Avenue between the Baltimore and Ohio Railroad tracks and those of the Pennsylvania. The bridge over the Anacostia River will have to be designed in relation to this parkway, to the parkway along the river, and to the railroad tracks.

5. The Gallinger Hospital has been located south of the proposed extension of Massachusetts Avenue.

6. At Lincoln Square, Stanton Square and Mount Vernon Square, special traffic problems are involved. The staff has already given some study to the situation at Mt. Vernon Square.

7. The Commission of Fine Arts is, of course, familiar with development of Union Station Plaza, which will be a feature of Massachusetts Avenue.

8. The appearance of front yards and type of buildings in the

section of Massachusetts Avenue between North Capitol Street and Scott Circle, has been called to the attention of our Commission by Mr. Moore in previous letters.

9. A plan for relocation of the street car tracks at Du Pont Circle has been worked out at the District Building. It would be of great advantage to carry this out in connection with the repaving of the west side of the circle.

10. The future underpass for Rock Creek and Potomac Parkway, under Massachusetts Avenue, requires further study of the fill across Rock Creek.

11. The new British Embassy on the south side of Massachusetts Avenue brings up the problem of treatment of the Avenue opposite the entrance.

12. Just beyond this point on the north side of a considerable public property has been authorized to be sold by the District Commissioners. It will obviously be a great calamity if this authorization is made use of to produce a small immediate cash return. The Park and Planning Commission has recommended that this area be retained in public ownership.

13. The corner of Wisconsin Avenue and Massachusetts Avenue is one of the busiest traffic centers of the District. It is a high point on the Avenue from which a fine sweeping view is obtained of the city. Some kind of a special treatment of the intersection should be worked out. A branch public library is proposed for this vicinity. The triangle bounded by Massachusetts, Wisconsin and Garfield has been suggested as a location for this branch.

14. A similar problem and opportunity appears at the intersection of Nebraska Avenue and Massachusetts Avenue with the additional interest that possibly the Fort Drive may go through this point.

15. Beyond the district line the regional highway studies show Massachusetts Avenue continued to join River Road.

Charles W. Eliot 2d,
City Planner.

CWE:OWC

2 attachments - letter of Mr. Charles Moore
and general sketch of Massachusetts Ave.

Exhibit A

COPY

October 17, 1927.

Dear Major Price:

The Commission of Fine Arts, at their meeting on October 14, 1927, considered the designs (Schemes A and B), prepared by Mr. Arthur Loomis Harmon, Architect, which you submitted with your letter of October 13th, for the proposed memorial monument at Tours, France, to commemorate the Services of Supply of the American Army during the World War.

The Commission were in conference with Dr. Paul P. Cret, Architectural Adviser to the American Battle Monuments Commission, on the subject, and concluded that the monuments suggested by the designs would be too conspicuous for the purpose intended.

The Commission have in mind a well designed memorial fountain, and believe a memorial of that type would be acceptable and pleasing to the citizens of Tours. The Commission therefore suggest that this be brought to the attention of Mr. Harmon, with a view to having him submit a new design as an alternative study for the proposed World War Memorial at Tours,-either a fountain or some other design of a similar nature that may suggest itself to him. The designs are herewith returned.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major K. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

Exhibit B

October 17, 1927.

Dear Major Price:

The Commission of Fine Arts, at their meeting on October 14, 1927, considered the designs (Schemes A and B), prepared by Mr. Arthur Loomis Harmon, Architect, which you submitted with your letter of October 13th, for the proposed memorial monument at Tours, France, to commemorate the

The Commission were in conference with Dr. Paul P. Cret, Architectural Adviser to the American Battle Monuments Commission, on the subject, and desired that the comments prepared by the Fine Arts Staff be the consideration for the purpose intended.

The Commission have in mind a well designed memorial fountain, and citizens of Tours. The Commission therefore suggest that this be brought to the attention of Mr. Harmon, with a view to having him submit a new design as an alternative study for the proposed World War Memorial at Tours,-either a fountain or some other design of a similar nature that may suggest itself to him. The designs are herewith returned.

For the Commission of Fine Arts:

Major M. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

Charles Moore,

Exhibit B

COPY

October 17, 1927.

Dear Major Price:

The Commission of Fine Arts, at their meeting on October 14, 1927, approved the design (Scheme B), prepared by Mr. Arthur Loomis Harmon, Architect, and submitted with your letter of September 14th, for a World War monument at Somme Py, France, with the suggestion that the head at the top of the memorial be restudied or eliminated.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major K. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

Exhibit C

COPY

October 17, 1927.

Dear Sir:

The Commission of Fine Arts, at their meeting on October 14, 1927, approved the design (Scheme D), prepared by Dr. Paul P. Cret, Architect, and submitted with your letter of October 12, for the proposed World War Monument to be erected at Bony, France; instead of Scheme A, as had been recommended heretofore.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major X. H. Price, Secretary,

The American Battle Monuments Commission,

Washington, D.C.

Exhibit D

October 17, 1927.

Dear Sir:

The Commission of Fine Arts, at their meeting on October 14, 1927, approved the design (Scheme A), presented by Mr. Paul P. Cret, Architect, and submitted with your letter of October 12, for the proposed World War Monument to be erected at Bony, France; instead of Scheme A, as had been recommended heretofore.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major K. H. Price, Secretary,

The American Battle Monuments Commission,

Washington, D.C.

Exhibit D

COPY

October 17, 1927.

Dear Major Price:

The Commission of Fine Arts, at their meeting on October 14, 1927, considered designs (Schemes A and B), which you submitted with your letter of September 14th, for a World War monument at Cantigny, France, prepared by Mr. Arthur Loomis Harmon, Architect. The designs were considered in conference with Dr. Paul P. Cret, Architectural Adviser to the American Battle Monuments Commission.

The Commission expressed their preference for design B, but advise that the central motive and the tablets be restudied. The following changes are suggested:

Instead of bronze tablets on the "drum", to provide uprights at the entrance of the memorials for the names to be commemorated. The Commission believe it very desirable to cut the names in stone in these uprights (at either side of the entrance), if it can be done without making them out of proportion to the rest of the monument. The uprights should be drawn according to scale, for submission to the Commission.

Remove the motive in the design at the center and place in its stead a disc for a map or a memorial inscription, cut into the stone.

The designs are herewith returned.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major K. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

Exhibit E

Major K. H. Price, Secretary
The American Battle Monuments Commission,
[illegible]

Chairman.

COPY

October 24, 1927.

Dear Major Price:

The Commission of Fine Arts, at their meeting on October 14th, gave careful consideration to the design you submitted with your letter of August 9, 1927, showing the new arrangement of the walks leading to the memorial chapel at Belleau Wood, as proposed by the architects.

The Commission approve the plan generally, with the suggestion that the planting be brought to the sidewalk, and that the terrace be given further study--the natural slope of the hill should be taken into consideration; and that the terrace wall (marked a) be moved out to a point (marked b) in the accompanying photograph of the chapel. The Commission think that the side walls of the steps do not make a pleasing appearance, and would suggest further study of this feature.

For the Commission of Fine Arts:

Very respectfully, yours,

Charles Moore,

Chairman.

Major K. H. Price, Secretary,
The American Battle Monuments Commission,
Washington, D.C.

Exhibit F

COPY

October 28, 1927.

Sir:

In accordance with your request, the Commission of Fine Arts, at their meeting on October 14, 1927, considered with interest the landscape project for the development of Fort Humphreys, as presented by Major F. D. Anderson and Captain John L. Wood. The same afternoon the Commission inspected the grounds at Fort Humphreys in company with those officers.

In connection with the development of Fort Humphreys for the uses of the Corps of Engineers, the extent of the lands, their particular location near Mount Vernon and the historic interest attaching to the former Belvoir tract, combine to make this area an important portion of the Outer Park System of the National Capital, as now being developed.

After an inspection of the grounds and a consideration of the subject in its larger relations, the Commission of Fine Arts recommend the following:

1. That a study be made of the main highway passing through the Government property, with a view to ultimate widening to say 200 feet. This study should be made now for the purpose of locating the trees and beginning the planting along the lines that the thoroughfare ultimately will take. In this connection the entrance to Fort Humphreys should have consideration. The present entrance point will be kept during the immediate future; but new gates are desirable--gates designed along the lines of the entrance to the Army War College, the architectural motives of which originated with Charles Bulfinch and were adapted by Charles F. McKim for an entrance to the Engineers School.

The present unsightly and disturbing transformer station (said to be dangerous to life as well as offensive to sight) should be removed and an adequate station should be built on a more convenient location.

The concrete road leading to the center of the post should be made more direct by taking out an awkward turn. The initial expense would be small; and the saving in upkeep would soon work a real economy of money.

2. That the locations of buildings now under construction, having been arranged with a view to their military uses, this Commission merely calls attention to certain points:

The entrance to the Parade should be emphasized, as shown on Scheme No.2. The Post Headquarters would gain in importance if located opposite the Civic Center, across the Parade.

The Officers' Club would gain in attractiveness and usefulness if developed more along club lines and less along official lines. If this idea shall prove acceptable, then a location off the Parade and near the Potomac--a location permitting views up and down the river, and also with opportunities for gardens, would make life much more agreeable for the younger officers when off duty.

The Chief criticism of the plans as presented is the avoidance of the opportunities afforded by the river. It is to be hoped that the Forestry Service in their treatment of those portions of the post not used strictly

In accordance with your request, the Commission of Fine Arts, at their meeting on October 20, 1927, conferred with interest the landscape projects for the development of Fort Humphreys, as presented by Mr. Lot C. Bigelow and Captain John A. Hood. The same afternoon the Commission inspected the grounds at Fort Humphreys in company with those officers.

In connection with the development of Fort Humphreys for the uses of the Corps of Engineers, the extent of the lands, their particular location near Mount Vernon and the historic interest attaching to the former Belvoir tract, combine to make this area an important portion of the Outer Park System of the National Capital, as now being developed.

After an inspection of the grounds and a consideration of the subject in its larger relations, the Commission of Fine Arts recommends the following:

1. That a study be made of the main highway passing through the Government property, with a view to ultimate widening to say 200 feet. This study should be made now for the purpose of locating the trees and bordering the planting along the line that the improvement ultimately will take. In this connection the entrance to Fort Humphreys should have consideration. The present entrance gate will be kept during the immediate future; but new gates are desirable--gates designed along the lines of the entrance to the Army War College, the architectural motives of which originated with Charles Bulfinch and were adapted by Charles F. McKim for an entrance to the Engineer School.

The present unsightly and distracting transformer station (said to be dangerous to life as well as offensive to sight) should be removed and an adequate station should be built on a more convenient location.

The concrete road leading to the center of the post should be made more direct by taking out an awkward turn. The initial expense would be small; and the saving in upkeep would soon work a real economy of money.

2. That the locations of buildings now under construction, having been arranged with a view to their military uses, this Commission merely calls attention to certain points:

The entrance to the Parade should be emphasized, as shown on Drawing No. 2. The Post Headquarters would gain in importance if located opposite the Circle Garter, across the Parade.

The officers' club should gain in attractiveness and usefulness if developed more along club lines and less along official lines. If this Potomac--a location permitting views up and down the river, and also with [illegible] then a location off the Parade and away from the [illegible] would be more desirable for quarters, would make more agreeable for the younger officers when off duty.

The Chief architect of the plans as presented by the architects of the opportunities afforded by the river. It is to be hoped that the Secretary Service in their treatment of those portions of the post not used strictly

for military purposes will thin out the trees and clear up the underbrush so as to open views and vistas from the Parade to the water. The location of the officers' quarters on the high bluff gives great charm to those houses; but there would seem to be no reason why all should not have advantage of the beauties of the river scenery.

On account of the great area of the Post Parade (850' x 1370'), the Commission feel that a broad, well-defined frame should be created. The buildings now under construction together with those projected will not suffice. The frame can be made by a device such as outlined in the road section accompanying Scheme No.2, where the road is divided into two lines of traffic by a strip of grass not less than 40' wide. Three rows of elm trees, not less than 30' apart, will grow in time to stately proportions shading the roadways, the sidewalks and the bridle paths. If the present appropriation does not allow the two parallel concrete roadways to be more than 9' wide, it is recommended that an additional strip of 9' of gravel road be added and that the curbs be now built on both sides, 18' apart. Drainage and catch basins to be installed along the outer curb. The Commission advise the treatment shown on Scheme No.2, with distance between rows of elms changed from 23 to 30'.

Inasmuch as the development of the post will spread over a period of years, both curbs, marking the boundary of the Post Parade should be built now. This will establish the frame designated in Scheme No.2.

In the study of the Regimental Parade, the Commission feel that trees are imperative in the spaces between the barracks; also that the Parade should be turf in order to avoid dirt and dust, rather than earth or gravel. In general the Commission approve the drawing for the Regimental Parade, known as Scheme No.1, excepting as to the width of walks and roadways,-a restudy should be submitted.

A general Landscape Plan, embodying these features for the development of Fort Humphreys, should be submitted to the Commission.

In the portion of the general plan marked N. C. O., the Commission feel that unless the ground were perfectly flat a rectangular development is hardly justfified; and in view of the residential nature of the area and the contours, the Commission recommend a more informal arrangement, embodying curved roadways.

The location marked "guard and firehouse" would be a more appropriate place for the Chapel, with the suggestion that the building be shifted to a location at the head of "Belvoir Road".

The lake indicated in Scheme No.2 can be an attractive feature of the post.

The Commission, realizing the historic importance of Fort Humphreys, both in itself and in its relation to Mount Vernon, Woodlawn, and Fort Washington, recommend that the ruins of the Belvoir Mansion be made accessible to visitors by clearing and perhaps by restoring the gardens.

Also, the roadway leading from Fort Humphreys to Mount Vernon should be improved, as a connecting link between these places of historic interest.

The members of the Commission appreciate the serious interest given to the development of Fort Humphreys, as shown both by character of the maps and also by the historical information acquired by the officers making the presentation. It will give this Commission pleasure and satisfaction to be

for military purposes will thin out the trees and clear up the undergrowth so as to open views and vistas from the Parade to the water. The location of the officers' quarters on the high bluff gives great charm to those houses; but there would seem to be no reason why all should not have advantage of the beauties of the river scenery.

On account of the great area of the Post Parade (880' x 1370'), the Commission feel that a broad, well-defined frame should be created. The buildings now under construction together with those projected will not suffice. The frame can be made by a device such as outlined in the road section accompanying Scheme No.2, where the road is divided into two lines of traffic by a strip of grass not less than 40' wide. Three rows of elm trees, not less than 30' apart, will grow in time to stately proportions shading the roadways, the sidewalks and the bridle paths. If the present appropriation does not allow the two parallel concrete roadways to be more than 9' wide, it is recommended that an additional strip of 9' of gravel road be added and that the curbs be now built on both sides, 18' apart. Drainage and cotton basins to be installed along the outer curb. The Commission advise the treatment shown on Scheme No.2, with distance between rows of elms changed from 23 to 30'.

Inasmuch as the development of the post will spread over a period of years, both curbs, marking the boundary of the Post Parade should be built now. This will establish the frame designated in Scheme No.2.

In the study of the Regimental Parade, the Commission feel that trees are imperative in the spaces between the barracks; also that the Parade should be turf in order to avoid dirt and dust, rather than earth or gravel. In general the Commission approve the drawing for the Regimental Parade, known as Scheme No.1, excepting as to the width of walks and roadways--a restudy should be submitted.

A General Landscape Plan, embodying these features for the development of Fort Humphreys, should be submitted to the Commission.

In the portion of the general plan marked M. C., the Commission feel that unless the ground were perfectly flat a rectangular development is hardly justified; and in view of the residential nature of the area and the contours, the Commission recommend a more informal arrangement, embodying curved roadways.

The location marked "guard and firehouse" would be a more appropriate place for the Chapel, with the suggestion that the building be shifted to a location at the head of "Belvoir Road".

The Lake indicated in Scheme No.2 can be an attractive feature of the post. The Commission, realizing the historic importance of Fort Humphreys, both in itself and in its relation to Mount Vernon, Woodlawn, and Fort Washington, recommend that the ruins of the Belvoir Mansion be made accessible to visitors by clearing and perhaps by restoring the gardens.

Also, the roadway leading from Fort Humphreys to Mount Vernon should be improved, as a connecting link between these places of historic interest.

The members of the Commission appreciate the serious interest given to the development of Fort Humphreys, as shown both by character of the maps and also by the historical information acquired by the officers making the presentation. It will give this Commission pleasure and satisfaction to be

associated with a work of so much interest and importance to the development of the National Capital.

For the Commission of Fine Arts.

Very respectfully, yours,

Charles Moore,

Chairman.

Colonel E. M. Markham,
Corps of Engineers,
Commandant, Engineer School, U.S.A.,
Fort Humphreys, Virginia.

Exhibit G.

associated with a work of so much interest and importance to the development
of the National Capital.

For the Commission of Fine Arts.

Very respectfully, Yours,

Charles Moore,

Chairman.

Colonel E. M. Markham,
Corps of Engineers,
Commandant, Engineer School, U.S.A.,
Fort Humphreys, Virginia.

Exhibit G.